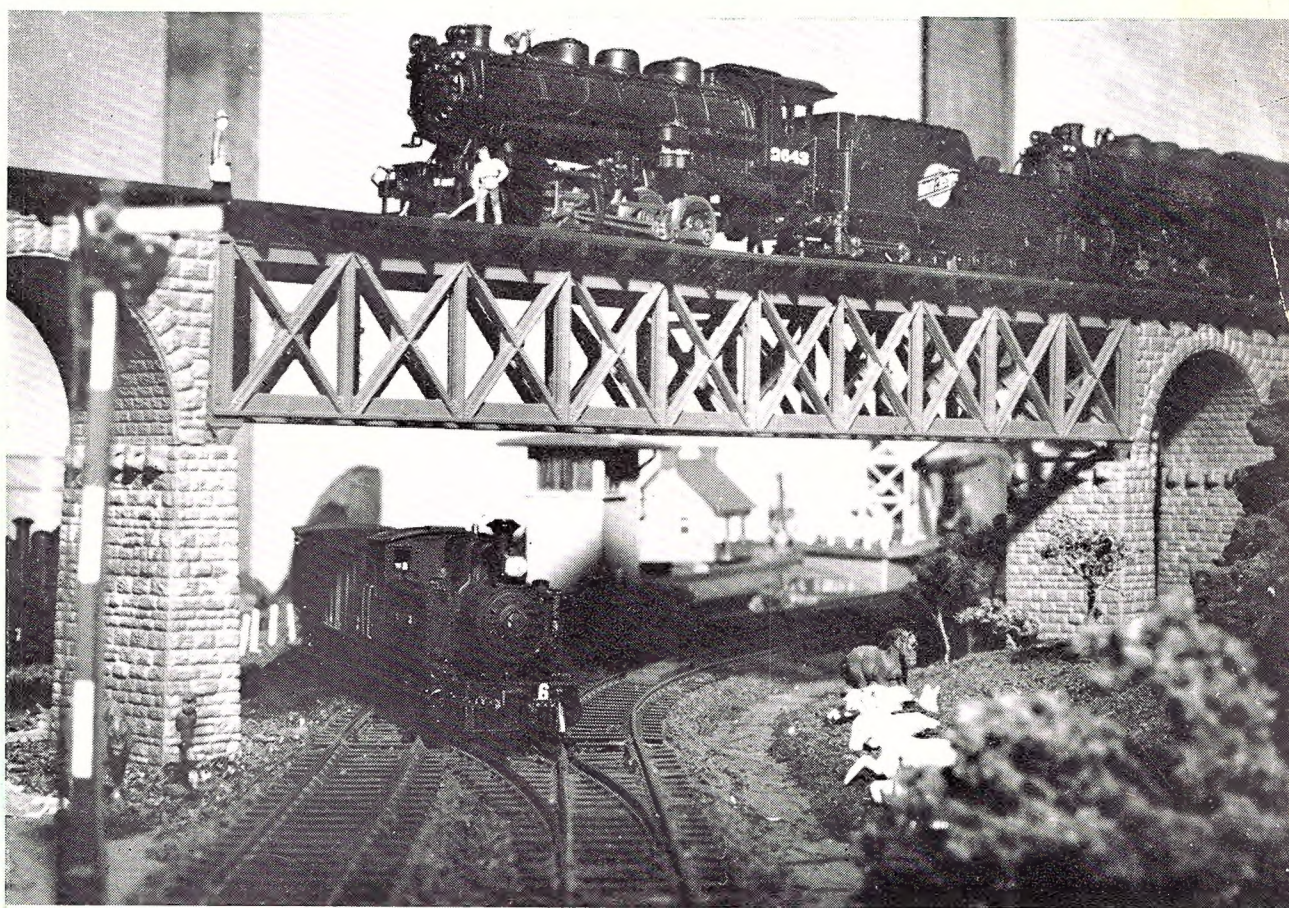


THE MAGAZINE DESIGNED FOR ALL RAILROAD HOBBYISTS

THE AUSTRALASIAN MODEL RAILROAD MAGAZINE

April-May, 1963

Price 2/6



IN THIS ISSUE . . .

SCRATCH BUILDING FOR BEGINNERS

CENTRAL PACIFIC RAILWAY

BRIDGE ABUTMENTS



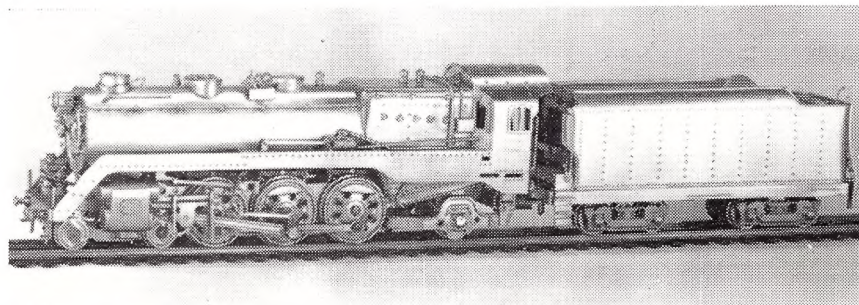
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With the Australian representation for these factories held by Model Dockyard, the idea of an Australian prototype model was first discussed with the visit of Dockyard's Manager, to Japan, in October, 1960. However, the tremendous production necessary and American demands on the skilled hands available combined to prevent any progress until recently, when plans came to fruition to manufacture the first scale H0 gauge locomotive to Australian prototype.

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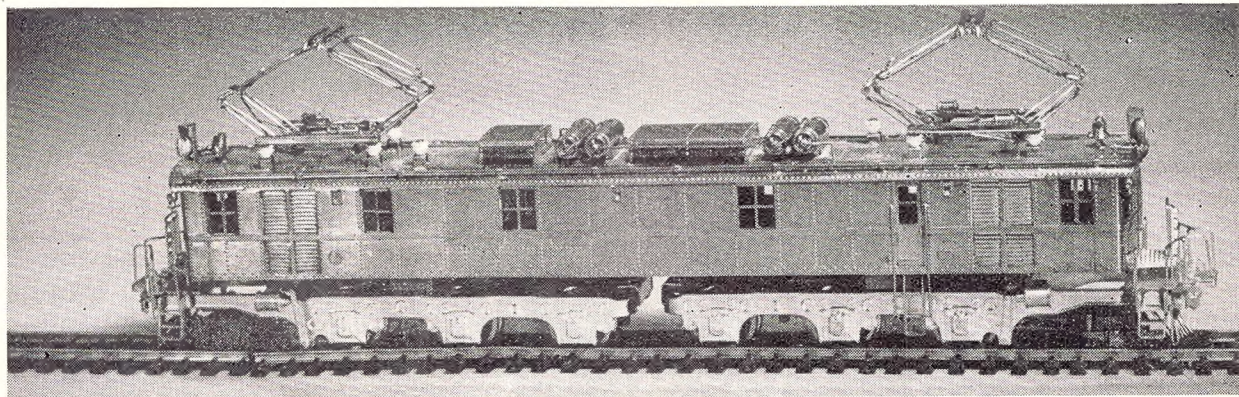
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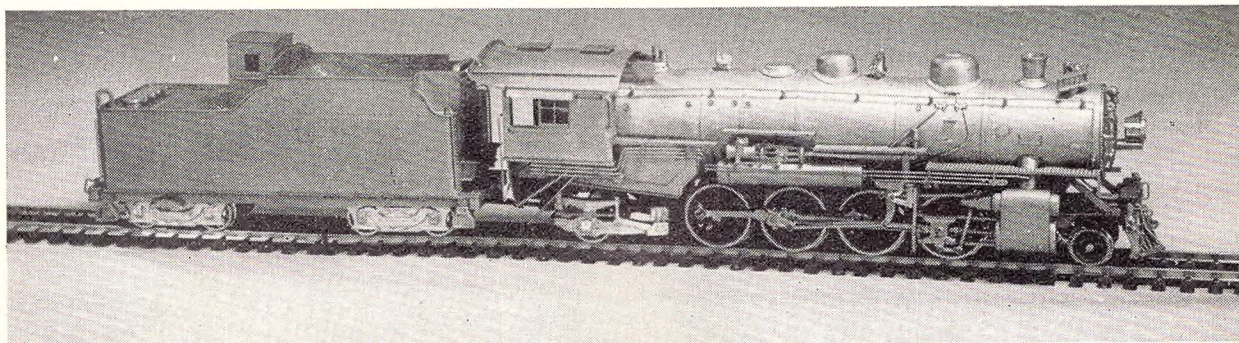
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THE AUSTRALASIAN MODEL RAILROAD MAGAZINE

Vol. I No. 1 — APRIL-MAY, 1963

Incorporating **THE BOOSTER**

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AUSTRALIA'S LEADING MODEL RAILROAD MAGAZINE

CONTENTS

SCRATCH BUILDING FOR BEGINNERS, by John Wheeler	10
First of a series of articles to help the modeller construct lineside structures for his layout.	
CENTRAL PACIFIC RAILWAY, by Jack Treacy	18
A Queenslander describes the methods that have enabled him to construct a fine HO layout.	
BRIDGE ABUTMENTS, by F. G. Gill	24
All railroads need bridges and here are details of simple ways to begin their construction.	
REGULAR FEATURES:	
Shop Detective	5
On the Cover	5
Editorial	7
Shop Window	7
The Scenic Route	16
Club Car	20
Helper Service	22
Sandbox Sam	25
Mail Bag	26
Our Plan	inside back cover

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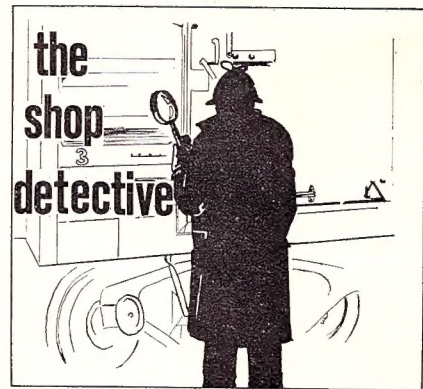
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WHILST I do not want to be the cause of more "Bouquets and Brickbats for the Editor", the main subject which I wish to discuss is the current catalogue and production of the firm of "Tri-ang". As we are aware that Tri-ang do not always keep up to their production programme, their "63" programme is such that comments on it are in order. I ask all readers to bear with me, as some of the articles lend themselves to adaptation.

After a lot of roundhouse rumours the amalgamation is now out in the open, and Tri-ang now enters "63" as "Tri-ang Lionel", with more and more of the "Lionel" influence to be seen in the "63" programme. The item which took my eye was the Midland Pullman. As this is a complete train in itself the oversize bodies on a complete H.O. scale pike should not be out of place.

As I have had the pleasure of seeing a Kitmaster version powered by an Athearn Hi-F bogie with a Trix Type motor, and capable of high speeds, with this Tri-ang version it should be possible to change over to scale type wheels and, being

—See Over Page.

On the Cover:

A double-headed freight slows to a crawl as it passes fettlers at work on the finely detailed bridge which enhances the layout of Basil Hammersley, of Beverly Hills, N.S.W. Below, a hard-working shunter drags a box car out from a siding. Another view of this layout can be seen in The Scenic Route.

the shop detective cont. . . .

a complete train, couplers should be no problem. The Midland carriages will be available as a separate item also. A new range of carriages is man Federal Railway. The single also in the programme, the one of particular note based on the Ger-ended Diesel will be fitted with the "Growl" that has been part of "Lionel" for quite a number of years. The fully working lineside hut with the fog warning bang is also on the boards. Then the change right over to Lionel, the ducking giraffe with the tell tales, exploding cars, missile carriers, rocket launchers and so on.

There will also be a new style of suspension bridge. To round out this tale the vintage train for "63" will be Stephenson's Rocket with smoke and the Queen Victoria coaches to go with it.

For your quieter moments, how about some records? In Sydney you can get Argo Transacord recordings of English trains, the list includes the following: THE DUCKEDOGS AND THE CITY, which is all about the 900 class 4-4-0's and the City of Turo. N7 ON THE JASS which, amazing as it seems, is all about the GREAT EASTERN suburban service from Liverpool Station. SOUTH EASTERN STEAM which is all about steam haulage on the Kent coast. Then if you are partial to it there is one on Steam Traction engines.

One of the best recordings I have heard is being pressed in Victoria under order, but don't ask the Shop D. who is doing it, as the owner of the record was missing when I heard it, and I have no information on it. It is a long play and features only N.S.W.G.R. locos, and the fidelity is amazing. This is not prejudice as I feel that the pressing would receive a gold disc if released in the States.

Anyone got an ole time pike. Airfix's waggon train set is out. If placed as a background scene where the scale-happy boys could not measure it, or in the foreground if you prefer, it would be just ideal for that atmosphere you have been looking for.

The set comes in 46 pieces and consists of a waggon in nine pieces, four waggon horses, naturally (otherwise the Pioneers would have to pull it), a scout's horse with a base for it to stand on, 19 various figures (this makes a very crowded waggon, but then they were pioneers and did not mind walking), fireplace and firepot and to round out, two buckets, two sacks, two barrels and four trunks. After that we need Airfix's Indians and soldiers with the commercials thrown in and we have another series over for the week.

Athearn's R.D.C.'s (Rail diesel cars) are out in a new livery in the colours of New Haven, making

quite a welcome change from the all-silver jobs we have been seeing. The 0-4-2T "Little Monster" is also around and for anyone wanting a short wheelbase loco with plenty of appeal this one is worth a look.

For the armchair "Brass Hat" we find the following catalogues available: Fleischmann 62/63 and Faller 62/63 and Athearn's new folder. Enlarging upon Faller a little, we find they are going into more working models in '63. For example there are two distinct styles of fountain.

Came across a booklet the other day published under the trade name of HIPPO BOOKS and entitled "PASSENGER TRAINS OF THE WORLD". This book is the same size as the Dumpy Series. For the modest sum of 4/6 it is worth a place on your bookshelf. Photo reproduction is only fair, but the thumbnail descriptions beside each photo make interesting reading.

The one which caught my eye was the Australian Interurbans and the "Aurora" going through. Also around for the modest sum of 1/8 is Percival Marshall's booklet of Famous Railway Engines of the World. The reproductions are much better in this because of the better quality paper, and the information is first class.

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Editorial...

"No one puts new wine into old skins; if he does, the wine will burst the skins, and then the wine and the skins are both lost. Fresh skins for new wine!" — Mark 2:22.

When we set out to produce this new magazine we had this sound advice in mind. We realised that no matter how good the old formula and how good the presentation, our new product had to catch the eye and please the many and varied tastes of the consumer. Nevertheless, the old sparkle is still there, as readers of the "Booster" will recall. We feel that there is a flavour about this magazine that should appeal to readers, young and old, armchair or active, the newcomer to the hobby or the man with experience. Yet we know that we cannot please all the people all the time; but we hope to most of the time.

Who are the ones who make a magazine like this possible? You. Yes, you the reader, who is interested in railway modelling in all its varied forms. There are so many of you continually experimenting, trying out new ways of building, improving on old methods, using new materials that there is a constant source of subjects that are of interest to all of us whether it be a simple kink or a detailed electrical circuit. You're a photographer, a loco builder, a scenicking crank or the fellow who thinks he has invented the best-yet automatic coupler. Whatever you do and whether you run the cheapest tinplate train set or spend three years on building the largest of railway layouts, YOU make this magazine.

We want your ideas and kinks and articles and queries and photos and plans—and criticism, constructive of course. And we'll print them so you can all enjoy them collectively.

Tim Moss

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TRAIN-SOUNDS RECORD AVAILABLE

A 7" 45 r.p.m. extended play recording should be available by the time you read this. The title is "The Passing of Pansy", and the sounds you will hear are of 20 and 30 class engines on the recently closed Camden Line, N.S.W.

Release will be on a new label, Hi Rail, and production is by Rail Recording and Film Services, an organisation formed to provide recordings and films by railfans for railfans at reasonable prices.

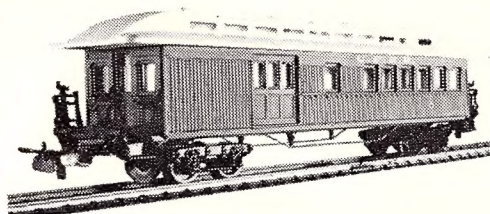
The master recording has been cut by A.W.A. and processing will be carried out by R.C.A. The original tape was recorded with a frequency range of from 30 to 16,000 c.p.s., quite sufficient for high fidelity train recordings of this type.

The total running time is 13 minutes, 57 seconds, and Side One includes a 30 class on an Up Camden "tram", two 30's on Kenny Hill, a run with 3140 from near Curran's Hill to a stop at Kenny Hill platform, and then up and over the 1 in 19 grade of Kenny Hill.

Side Two has 2016 and 2029 on a Down Train near Maryfields on the 31st December, 1962. Then 2010, 2016 and 2029 is heard climbing Kenny Hill on the nine car special last train to Camden on the last day, 1st January, 1963. The train is then heard leaving Camden for the last time, doing a "photo run" on Graham's Hill, leaving Narellan (the Hume Highway level crossing Wig-Wag is featured) and finishes with the two attempts to cross Kenny Hill.

—See Over Page.

The Shop Window Cont.



NEW POCHER OPEN END CARS:

Following the success of the Swedish and German old time Coach and Mail/Luggage cars, Pocher have now introduced old time American open end Coach and Combine models.

Both models are available at 39/6d. each and come in Union Pacific, Central Pacific and Western & Atlantic colours and lettering.

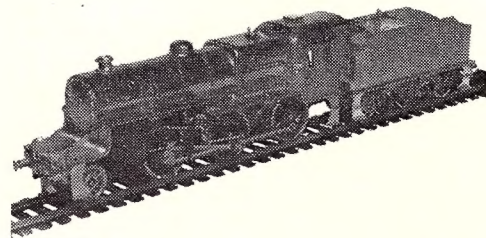
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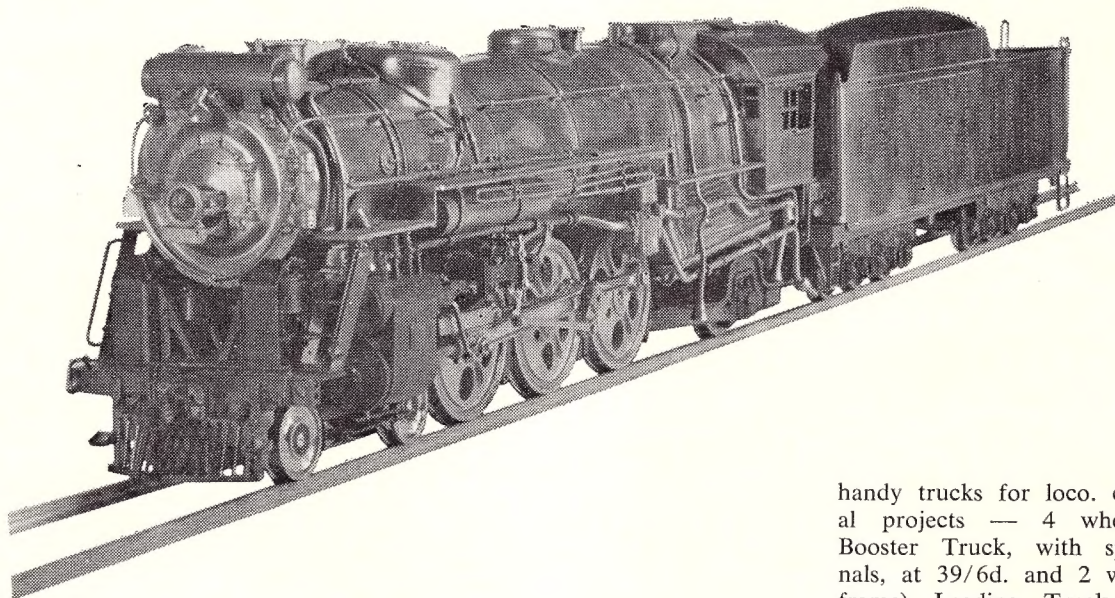
Very limited stocks have recently been landed of the 2-6-0 "Crab" Loco. manufactured in Japan for the U.K. market.

An excellent purchase for those interested in British prototype, this model features sprung buffers, spring born motor and blackened frame. Finished, unpainted, ready-to-run. Price £25.



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After a wait of many years — Tenshodo have delivered very limited stock of S.F. "Texas" 2-10-4 at £89/10/0d. and C. & O. "Allegheny" 2-6-6-6 at £110 — also a few U.P. "Big Boy" 4-8-8-4 at £110. Rounding out the full range of Pittman motor products now

available — stocks to hand of DC703 Conversion Motor for Athearn diesels. For "0" gaugers, K.T.M., of Japan, have supplied, unpainted r-t-r., $\frac{1}{4}$ " scale four wheeled steeple cab Electric Loco. at £9/10/0d., features also including sprung journals — also Erie K-5 Pacific at £104/15/0d. "King Gauge" men are also offered two

handy trucks for loco. constructional projects — 4 wheel Trailing Booster Truck, with sprung journals, at 39/6d. and 2 wheel (inside frame) Leading Truck at 14/6d. Rokal have excelled in their new American "A" unit Diesels — U.P. and S.F. heralds — Powered at £8/18/3d. and Non-powered at £3/7/0d. Illuminated matching Coach, Vista Dome and Observation Cars also to hand at 49/6d. each. New Rokal Catalogue—3/6d. per copy. Full Catalogue range—the world's largest in TT—now in stock.



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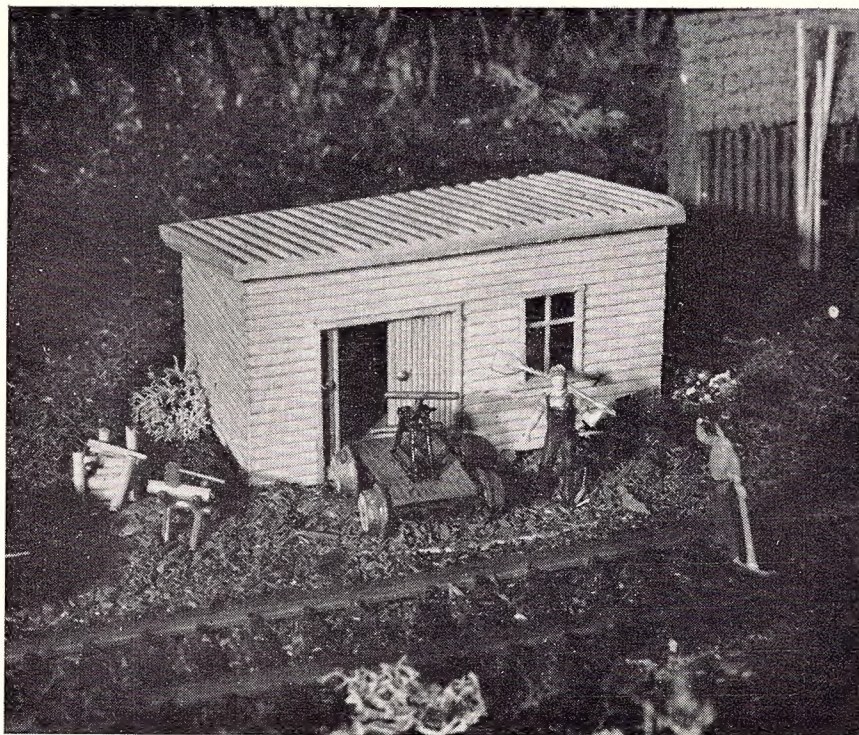
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SCRATCH BUILDING FOR BEGINNERS

By John Wheeler

This series of articles is designed to assist the model railroader who has not yet attempted this most interesting phase of the hobby to get started and with practice enhance the look of his layout with many cheap, interesting, and unusual buildings.

MATERIALS LIST

- 1 sheet corrugated asbestos milled siding.
- 1 sheet scribed planked milled siding 1/16" thick x 1/32" wide.
- 1 length 1/32" x 1/32" strip wood.
- 1 length 1/16" x 1/32" strip wood.
- 1 piece clear celluloid.
- 1 piece copper wire .044 diameter.
- 1 packet small bank pins.
- 1 tube glue.
- Sundry paint as required.

Up to the present time a ready supply of suitable material for the inexperienced builder has not been available. Now, thanks to Clive McTaggart of Austral Modelcraft in Brisbane, we have a wide range of finely milled timber panels to represent planked panels. These are called scribed board, board and batten, or capped siding, weatherboard of the clapboard type and corrugated asbestos cement sheeting. The panels are all 24 inches long by 2 3/4 inches wide by 1/16 inch thick. The planked board is milled with the planks 3",

6", 9" and 12" wide in 3.5 mm scale and, consequently, are suitable for all scales. These panels are available in 1/32" and 1/16" thickness. Figure 1. shows the outline of the various panels available.

In addition, strip wood is available, ranging in sizes from 1/32" x 1/32" upward, which scales out at about 3" x 3" in 3.5 mm scale, or 1 1/2" x 1 1/2" in 0. gauge.

As this material is available it is comparatively simple for any modeler with the minimum of skill and tools to produce a wide range of

buildings to suit his particular layout. Two of the many advantages to be gained from this are cheapness and the ability to tailor the building to the space available, rather than having to be forced to make space available for a plastic building with an unrealistic result. In fact, to give a better illusion as to size, I always build most of my models to 1/4" scale instead of 3.5 mm. The result is particularly pleasing, especially in mountain scenes, where the illusion of distance is essential.

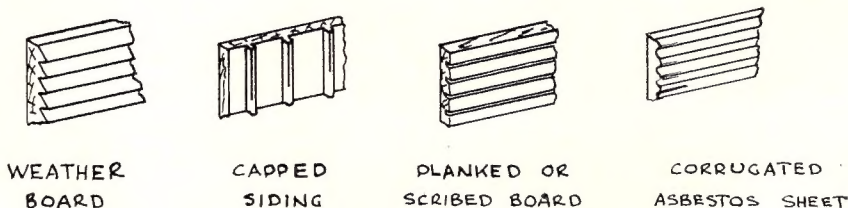
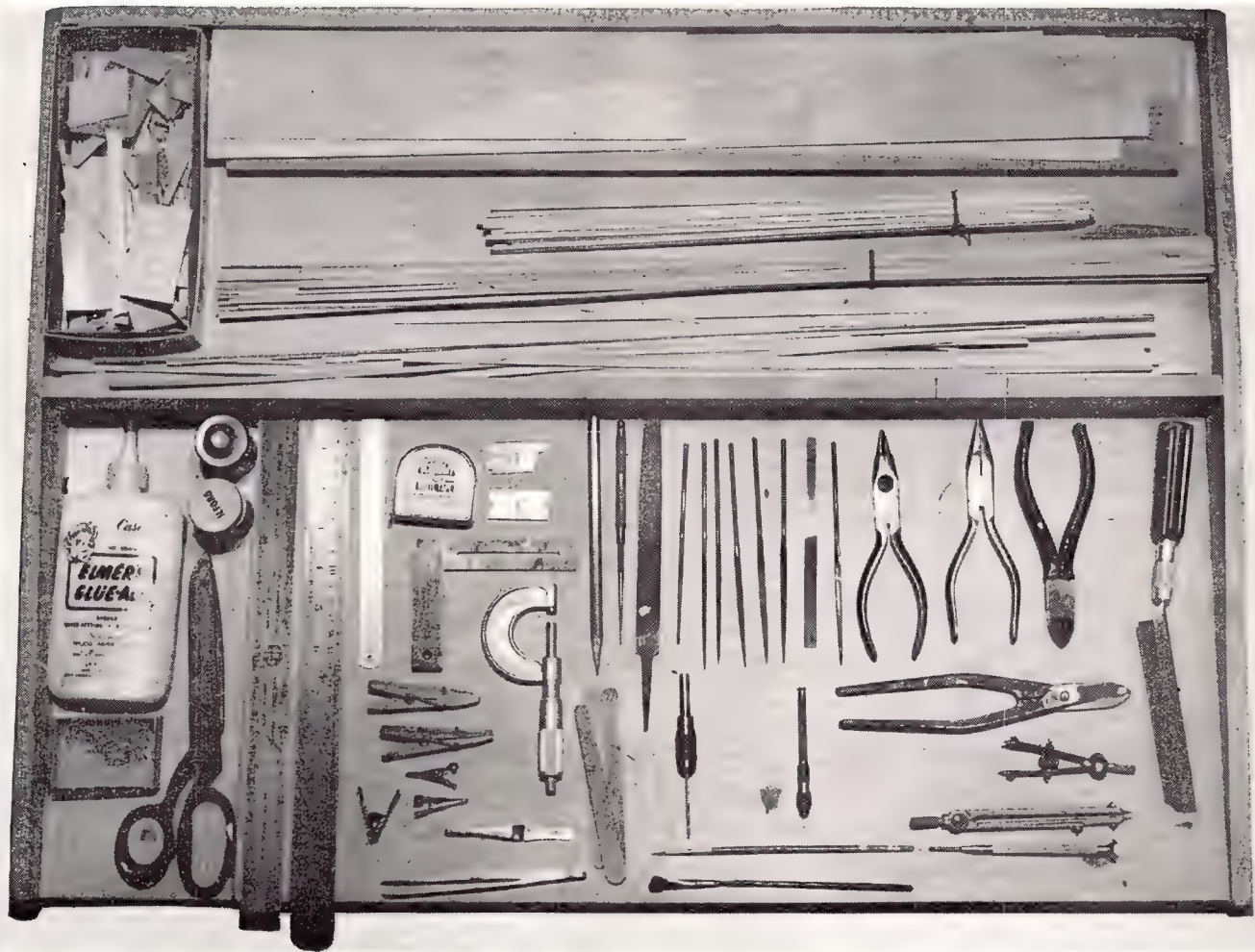


FIGURE 1



Photograph "A" shows my work table with the tools that I use to form my structures. At the top of the photo is a selection of milled panels with the various sizes of strip wood. The box on the left below is particularly useful as it contains offcuts which are always handy.

In the lower left-hand section of the table we have glue. I use two types—Elmers Glue All, which I find is a good general purpose glue, and diluted 50% with water is excellent for fixing ballast, grass, etc. There are other types which are just as good, such as Selley's Aquadhere, but all are P.V.A. type adhesives. The two 35 mm film cans contain Pliobond, thinned with Acetone, and plain solvent for washing brushes. I find Pliobond very useful in building structures as it does not spill, and if left to dry for a few seconds, bonds immediately

without making it necessary to clamp pieces together. Coat both surfaces, let them dry, and then bond. Be sure your joint is right the first time, as it will stick tight as soon as contact is made. The small box contains Lill pins for joining pieces of timber, and the scissors are for cutting paper and card stock.

Next comes the scale rule, available from your hobby shop, and a steel ruler, used as a straight edge when cutting. Gem are the best razor blades (next towards the right) as they are capped at the top. I prefer razor blades to Exacto knives as they are thinner and therefore do not split the timber.

As you only use the point, I find it economical to break off pieces of the blade, as illustrated by the top blade, so that I always have a sharp cutting edge. The small square is next, then comes the micrometer which, although not essential, is

very useful in model railroading generally. This was only a cheap model, about 15/-.

Below this are various clamps made from clothes pegs, bulldog clips and alligator clips. The two tweezers shown are part of a set of six stainless steel tweezers I bought recently for about 5/- the set. Terrific value, as it includes the heavy duty type, long slim jaws, and the cross type which are normally closed. At least one pair is a must.

The next section, centre top, contains pencil, scribe, various files and, below, emery boards which are very cheap and most useful. Hand drills for small drills, the Eclipse type. The right hand unit is a pin vicer which I use as a drill, and the other model fits in the chuck of a 1/4" hand, or electric drill. The paint brushes are used for applying glue, or painting the model when completed.

On the right hand side are round nose pliers for bending wire shapes, long nose pliers for general use, and wire cutters. Below are tin snips, compass and dividers and a jeweller's screwdriver. On the far right hand side is an Exacto saw for cutting the larger size timber strip wood and rail. This completes the tool requirements, and although not all are essential, they are very useful to the model railroader.

A few useful hints may make the job easier: when cutting with a razor blade hold the blade firmly, press the steel rule to the job and keep the blade firmly against the straight edge; the job will be easier if you cut on top of a piece of heavy cardboard, about $\frac{1}{8}$ " thick, as when you cut on a wooden table the blade has a tendency to follow the grain of the wood; make a number of light cuts rather than one heavy cut; never rush a job; proceed slowly and do not skimp; if the part is wrong, it pays to cut another, since the faulty piece can always be used somewhere else; work with plenty of light to see by; do not forget to paint the "hard to get at" parts such as doors and windows before assembly, as this makes for a neater job and saves time later.

Before commencing construction of the first line side building, illustrated at the beginning of this article, I would point out that the strip wood available is not to scale size for those working in less than S. or O. gauge. Set out in Table 1. are the prototype sizes for the various scales of the timber sizes available to us. You will readily see that the smallest strip available for TT would be 6" x 6" and H0, 3" x 3". If smaller, nearer to scale sizes are required, card stock would have to be used. In H0 3.5mm scale one inch is approximately equal to .010 inch, and one ply bristol board is near enough for this purpose. I have been using some timber I purchased from Tru Scale in the United States which is cut to scale sizes and ranges from 4" x 2" to 12" x 12" in 3.5mm scale. However, as this is not available in this country as yet it will not be used in this series of projects.

The building selected for this

TABLE 1

ACTUAL	TT	H0	O
.005	$\frac{5}{8}$ "	$\frac{1}{2}$ "	$\frac{1}{4}$ "
.010	$1\frac{1}{4}$ "	1"	$\frac{1}{2}$ "
.015	$1\frac{7}{8}$ "	$1\frac{1}{2}$ "	$\frac{3}{4}$ "
.020	$2\frac{1}{2}$ "	2"	1"
.025	$3\frac{1}{8}$ "	$2\frac{1}{2}$ "	$1\frac{1}{4}$ "

$$\frac{1}{64} = .015625 ; \frac{1}{32} = .03125$$

$$\frac{1}{16} = .0625 ; \frac{1}{8} = .125$$

month is of no particular prototype, in fact, I made it up myself, and have kept it as simple as possible. You will realise that there are many ways of doing any construction job and I have tried to select the easiest way possible. In later articles we will adopt more advanced methods of roof, window and door construction. All dimensions are in prototype feet and inches so that you can model it in any scale.

At the beginning of this article is a list of the materials required. The dearest item is the two sheets of milled timber which will cost 4/- each, but these would cut about 8 such buildings and, therefore, each building is worth no more than 2/-

Lay out all the pieces to dimension shown, on weatherboard and corrugated sheet and cut out. Be sure to make the ends left and right hand, and have the weatherboards running in the right direction from top to bottom.

Next mark out the door and window openings as shown, and use the square for the vertical lines to keep them at right angles to the horizontal. Cut both these out with care. In the case of the window frame, cut from the corner to the centre on each side — this means turning the piece around twice on each side. This will ensure a neat clean opening without the cut running beyond the corner. Clean up the openings with an emery board and level each end of the four side pieces ready for joining. This can be done by eye, as it is not necessary to be exact with the 45° as they are not seen and the glue will hold them together. Do not be less than 45° otherwise a gap will show on the outside. The timber is soft and will file easily. As you do each pair, try them for fit using your square, or the floor, as a template.

Next cut the roof. I have used

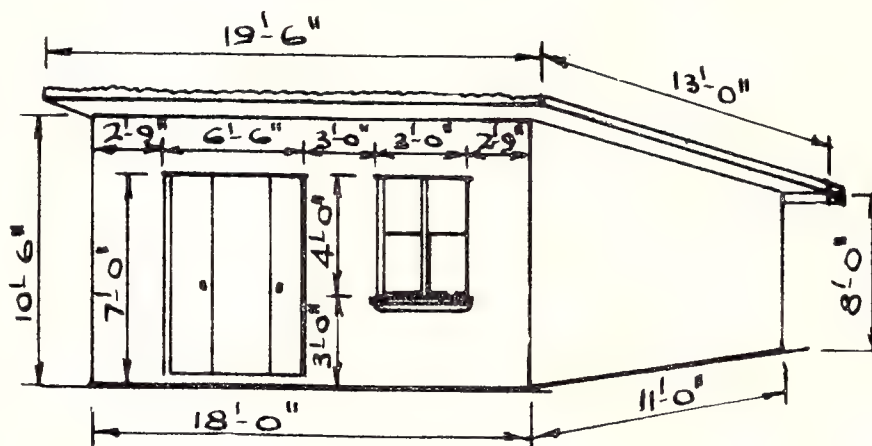


FIGURE 2

each, all told. Pretty cheap when compared to the plastic kits.

Figure 2. sets out the plans for the building and figure 3. shows the shape and size of each piece to be cut, and the cut shapes are shown in photo B.

scribed planking for the floor, however, you can use cardboard, or balsa sheet 1/16" thick with equal success.

After assembly of the walls and before mounting the roof, cut and fit the window and door framing.

These were cut from 1/16" x 1/32" strip wood and the window sill 1/8" x 1/32". The muntins of the window are thin strips of 1/32" timber cut from a piece of 1/8" x 1/32". This is easily done by cutting a piece to length, and then pressing the razor blade down on the timber in a guillotine action, which, as it does not require a straight edge, can be done by eye. Fit the horizontal bar first, let it dry, and with the aid of tweezers fit the vertical member in two pieces, ensuring that they are in a vertical line. This is the only difficult part of the whole project and, no doubt, you may have to make several attempts before you succeed. The pieces are small and can be easily mislaid.

Once they have dried, paint the window and door frames and at the same time paint the two door pieces

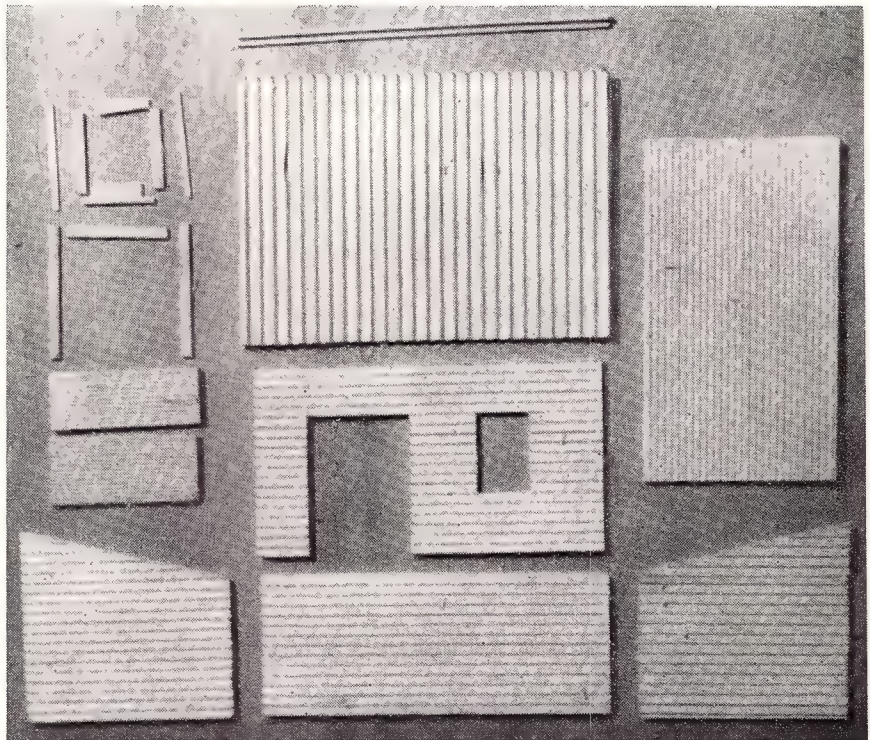
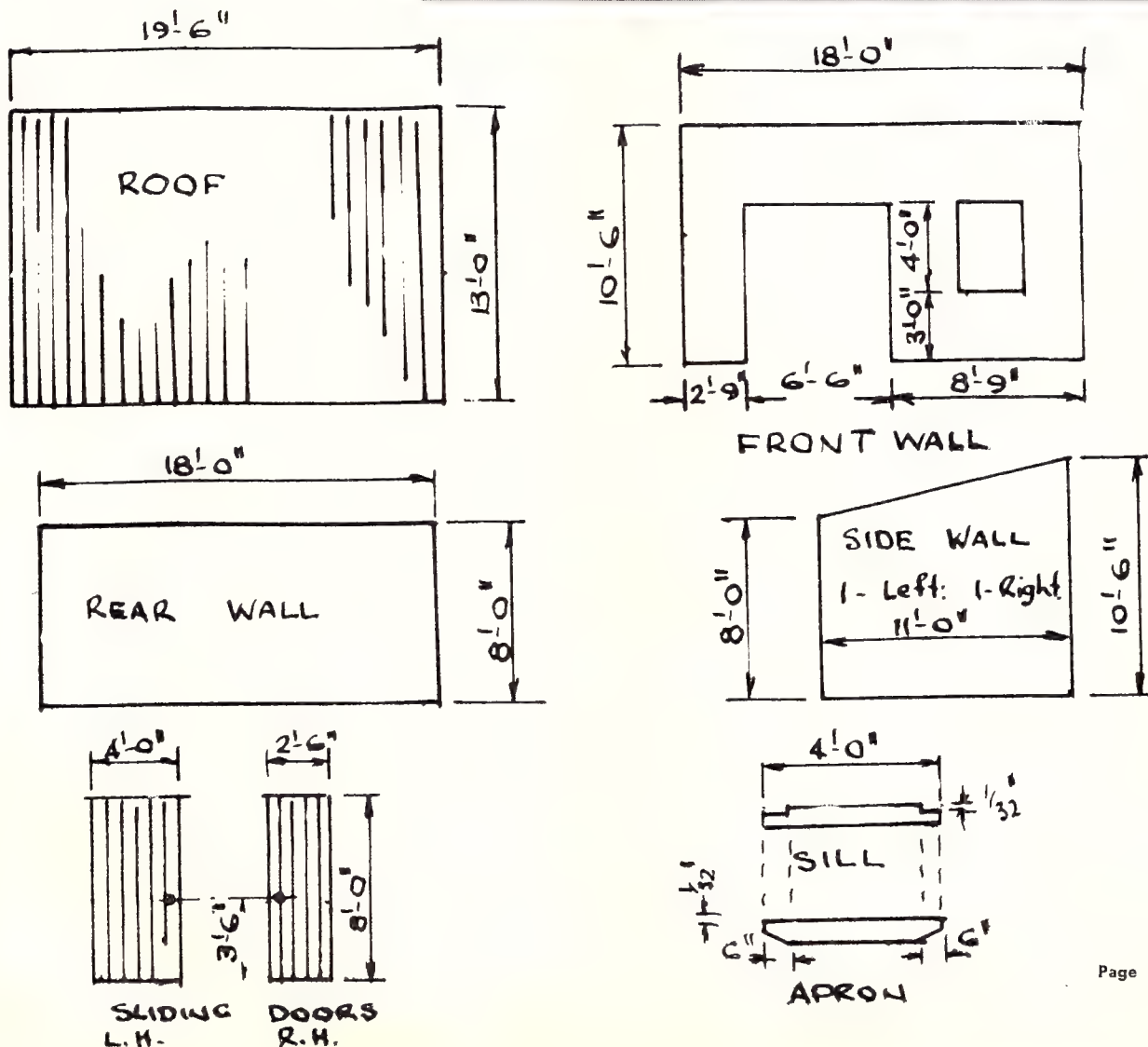


FIGURE 3



which are cut from 3" width scribed planking. When dry, fit a small piece of celluloid behind the window.

Drill a small hole in each door and press in a Lill pin to form a door knob, cutting off the surplus pin behind. Fit doors as shown. They can either be closed, part open, or fully open, depending on your requirements. Note: the pins can be pressed in without drilling, but you will probably have a few fatalities due to splitting.

You will find it easier at this stage to finish painting the walls to suit your colour scheme and, if necessary, to paint the interior and add any detail you may require, such as furniture, fixtures, etc., although the building is small and very little detail will show unless you add interior lighting.

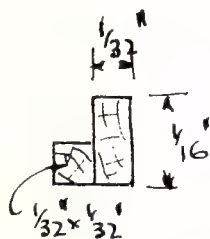
The first step in fitting the roof is to add the fascia boards to the underside of the roof. They fit around the four sides and are cut from 1/32" square stock, glued in place and then sanded. The rear gutter, which comes next, can be cut from a 1/16" x 1/16" angle if Austral Modelcraft are still cutting this item. If not, take a length of 1/16" x 1/32" strip and a length of 1/32" x 1/32" and glue them together to form an angle. Fill in the ends with a piece of 1/32" x 1/32" cut 1/32" long. Paint the roof and gutter separately, then glue the gutter to the rear edge of the roof as shown in figure. When dry, glue the roof to the top of the walls.

The last job is the downpipe, which is simply a piece of bare 1/044 copper wire (the size used for household light wiring) bent to shape, and filed square at each end. Paint the downpipe before fitting and glueing it into position.

The building is now complete and ready for installation on your layout.

In the next issue we will go one step further and build a brick front saw-tooth roof factory using the same corrugated asbestos sheeting as used this month. Later on we can tackle a shopping block and station building. Remember, take your time, and practice makes perfect.

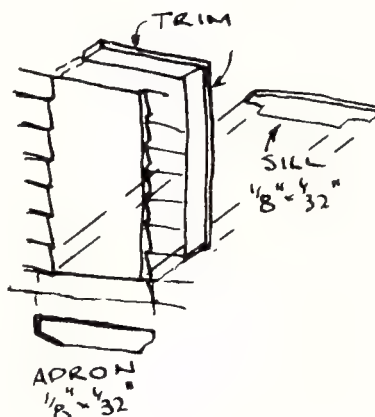
FIGURE 4



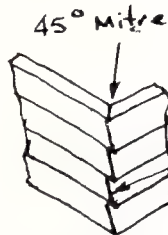
GUTTER



DOWNPIPE

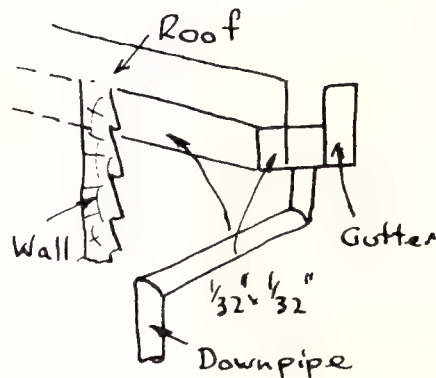


WINDOW DETAIL

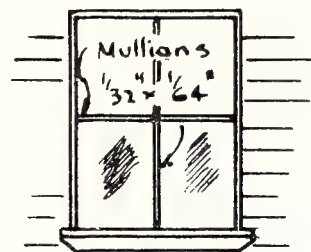
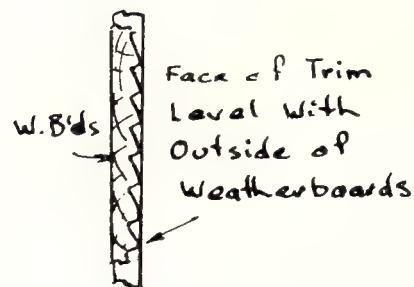


CORNER DETAIL

File Mitre With
Emery Board



VERTICAL SECTION
THRU WINDOW



WINDOW

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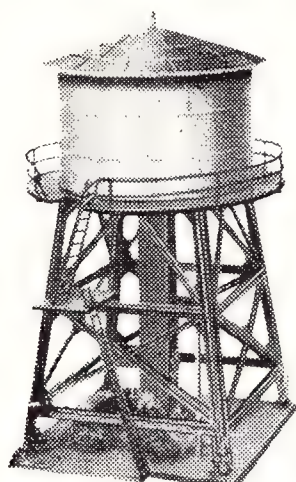
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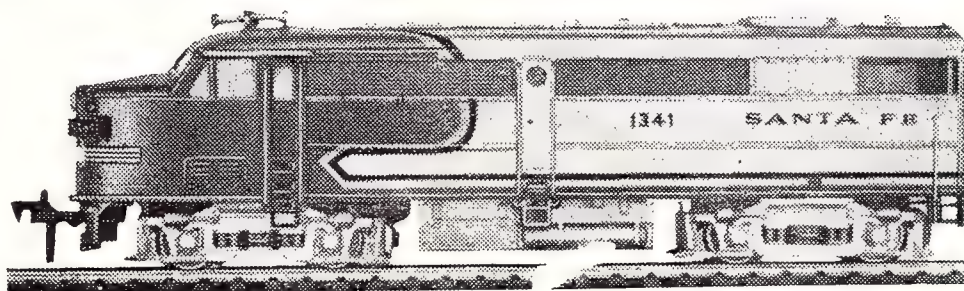
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Now for a close-up of Copper King station. Train time is near, hence the activity. A broader view appears opposite.



The Editor built this mountain retreat to get away from railroad magazines and patients. Tim can really settle down to some real railroad watching as the trains climb the steep grades before descending to West Gully.



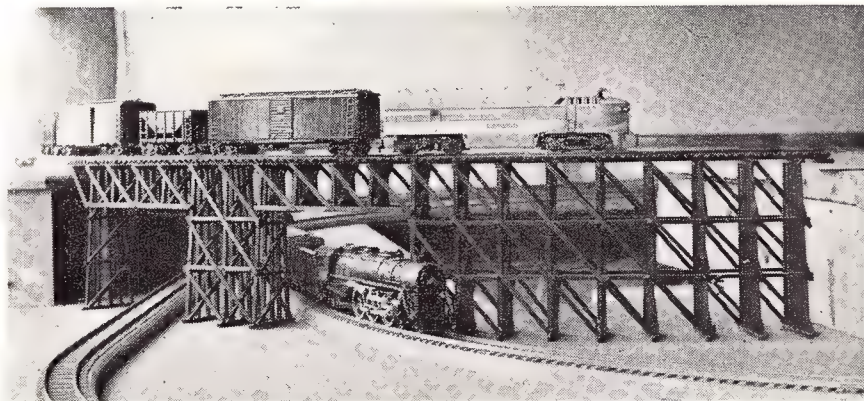
Remember the cover of the August issue? John has added a branch line terminal above the upper level main line. Towering mountains surround Copper King, a thriving mining town. A scene from "The Railroad With No Name," of John Wheeler, Turramurra, N.S.W.



A railroad scene on the banks of the River Rhine? Could be, but actually a scene on Basil Hammersley's, Beverly Hills, N.S.W., layout.



CENTRAL PACIFIC RAILWAY



AN

HO

LAY-OUT

By Jack Treacy

PPOINT to point or continuous run?

Which was it to be? This was the problem which confronted me when I decided to build my HO layout. After much thought, I decided upon a point to point layout based on a plan appearing in *Hobbies Illustrated* some years ago. When it was partly completed, I came across another plan in the *Model Railway Constructor* which I then incorporated into the original plan. Although this served its purpose for a while, I was not really happy with the set-up, particularly when running-in a new loco or a mechanism. I decided to scrap that layout and build another incorporating the continuous run.

I cast round for ideas and studied the plans in "101 Track Plans" and those appearing from time to time in the "Model Railroader". I wanted a plan which would give quite a long run without being the size of a football field and which had possibilities for some shunting. I eventually came across one in a back number of the "Model Railroader". I had to adapt it to suit the space available. This proved to be reasonably easy and, wonder of wonders, most of the existing benchwork could be used without much alteration.

Nearly all the track is hand laid using Code 125 nickel silver rail, on individual sleepers cut in the local sleeper mill. The sleepers are pine — 1/16" thick, 29 mm long and 3.5 mm wide, laid approximately 130 to the yard. These sizes

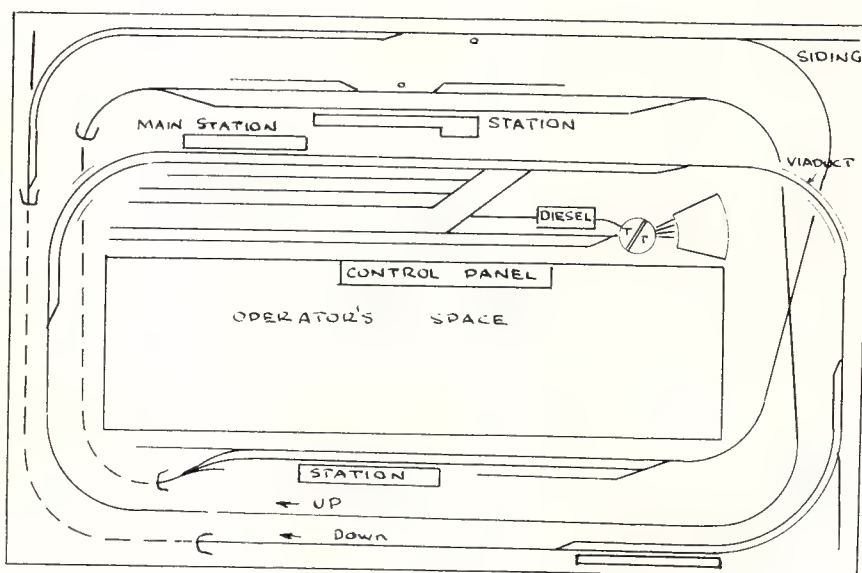
were chosen to match up with Peco Streamline, which is used in one tunnel section and on two passing sidings.

Track bed is pine cover strip cut 40 mm wide and chamfered on the top at 45 degrees to give a flat surface of 30 mm to accommodate the 29 mm sleepers. I chose pine cover strip so that the Mainline spikes would not protrude through it when the rail was laid. Most of the curves are eased. I made a Masonite template from the data supplied in the N.M.R.A. Data Sheets.

Two methods of building the curves were used. The first one was

the strip method where one strip is bent to the curve desired and the others are glued to it until the required width of roadbed is obtained. This proved very slow and was not as easy as it sounds.

The second method is an adaptation of a suggestion from Frank Ellison's book on Model Railroads. First of all, I marked the curve out on the layout using the aforesaid template. I then measured the length of the curve and cut a piece of roadbed sufficiently long to have a piece of straight at each end. I marked out the length of the curve on the roadbed and then made a series of saw cuts along one edge



THE CENTRAL PACIFIC RAILWAY
HO GAUGE
DIAGRAMMATIC LAYOUT

about $\frac{1}{2}$ " apart and in about three-quarters of the width of the roadbed.

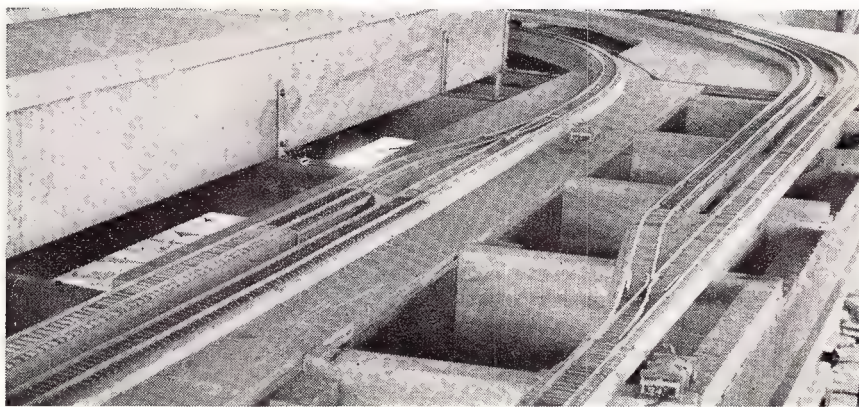
When all the cuts were made, I fastened the straight section in place and pulled the roadbed round until it assumed the shape of the curve. Glue, either casein or PVA, was forced into the saw cuts and glued brown paper laid under the curved portion, which was weighted down until the glue set.

When the sleepers have been glued to the roadbed, all springiness goes out of the roadbed and it can be screwed into place without difficulty. The rail is laid on the roadbed before it is screwed down.

Only the mainline is constructed at present, with three passing loops at which stations and industries will eventually be built.

As only the mainline is laid, all points so far are No. 6's—handmade from the dimensions given in the N.M.R.A. Data Sheets with the exception that the closure rails and the blades are in one piece, being pivoted just in front of the frog assembly. A wire is run from the closure rail to the frog so that the frog is of the same polarity as the stock rail that the blade touches. The points are powered by Gem point motors which are giving excellent and reliable service.

The control panel is completed for the amount of trackage laid, and provision has been made for its extension without disturbing the existing wiring. It follows closely the plan formulated by Lynn Westcott in "Model Railroad That Grows". It incorporates dual cab control and the sections are controlled by post office switches wired at DPDT "centre off" switches. Point control is by the wander plug



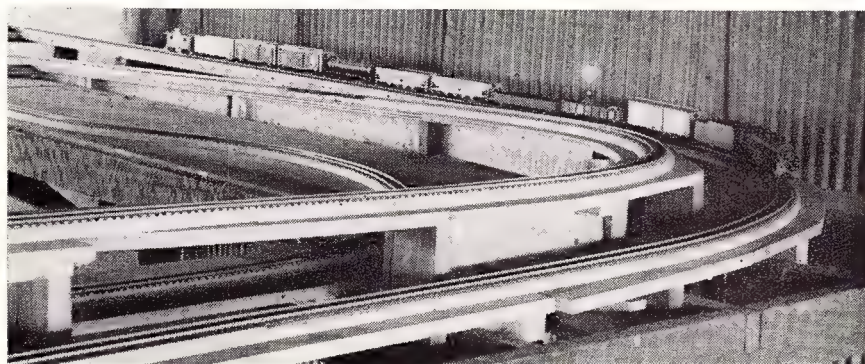
method with brass screws in the track diagram where the points are indicated — one screw for mainline running, another for the loop. Later on, indicator lights will be installed. At present, power is supplied by an H. & M. Powermaster. Another will be installed as finances permit.

The plan is a two level affair with the main station and yard on the upper level. Another fair sized station and three smaller ones are planned. Pride of the layout is a 24" radius curved trestle 29" long. This trestle does not contain a single pin, being completely glued with Aquadhere. One of the industries planned is a coal mine and, in view of the opening shortly of the Moura field by Peabody-Theiss, the Central Pacific has acquired a couple of Peabody hoppers by courtesy of Athearn.

Motive power, at present, consists of an Athearn Pacific, Fleischmann diesel with the wheels converted to the correct back-to-back dimensions, a Rivarossi F7 diesel with a Mantua power bogie installed in place of the original one.

A Tri-ang dock diesel with the wheels adjusted to go through scale points will do the yard shunt duties. Rolling

stock consists of 20 assorted freight vehicles built mainly from kits with a couple scratch built. Six Athearn streamline coaches are being painted prior to assembly. Also, in the shops, is a six-car passenger set complete with seats, passengers, etc. These are scratch built and will soon be ready for the paint shop. All vehicles are fitted with Kadee couplers. Negotiations are presently under way to acquire a GP9 diesel.



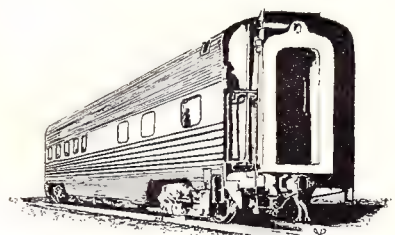
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CLUB CAR

To Club Officers: These pages are available for the dissemination of news about your societies. Brief news about activities will be welcome for these pages. Closing date is fifteenth of month prior to month of issue.

N.M.R.A. ACTIVITIES Southern Division

The December meeting was held at the home of Bob O'Connor. As the evening was warm we were able to project members' slides outside. A wide range of slides was produced, including a shot of the moon taken through a telescope. Railway shots predominated and some very interesting ones were seen that were taken not so much for detail but rather for the effects of light and shade.

Bob O'Connor's layout was inspected by all present, as was a Rivarossi 0-8-0 switcher produced by Wally Kennewell from Sorrento.

Central Division

The December meeting was held at Peter Kerry's home and the members present took part in discussions relating to new officers of the N.M.R.A. and the "Proficiency" certificates which had been mentioned in the "Bulletin". It was decided to wait for further information on these certificates in relation to our region.

Most of the evening was spent in discussing progress and plans for our multi-section scenery layout which is under construction for use in the forthcoming Royal Adelaide Exhibition in March-April of '63. A program for 1963 was drawn up and approved by the members.

The evening finished with a Christmas supper provided by Mrs. Judy Kerry and members wished everybody and each other the Compliments of the Season and a Merry Christmas.

The January meeting was held at the home of Dr. M. Wallace. Members were treated to a movie film of a recent holiday trip to Kangaroo Island by Dr. Wallace and family. The other business of the evening centred about the Exhibition Layout, which is progressing well. The track laying is nearly finished, complete with ballast. The electrical requirements were discussed at length in relation to the amount of operation which is deemed necessary for this type of display.



Members of the Sun-Herald Model Engineers' Club pay a visit to the layout of Bert and Michael Coppin of Punchbowl, N.S.W.

Members are requested to help with the construction of the layout and the operation while the exhibition is on. It is intended to draw up a "roster" late in March and members are requested to help on Saturdays at N. Gully's home. Other times can be arranged with Mr. Gully by ringing him at his home address: 8 Lloyd St., St. Mary's.

It was noted that this March issue is an all printed issue and under a new title.

We, of the Central Division, wish the new magazine every success in its new role as an "Australasian" Model Railroad Magazine.

One of our members, Mr. Ted Hanson, who is the proud owner of a U.P. Big Boy 4.8.8.4 (Tenshodo?) has kindly offered to loan the model for display and test running on the layout at the Exhibition. Ted also offered some electrical switch gear for the layout. The layout committee and members are very grateful for Ted's generous offer and donation to the layout fund.

Club meetings for 1963 will be held on:

April 10: at Royal Adelaide Exhibition.

May 8: A. Hudson, 74 Bagot Avenue, Cowandilla.

June 12th: V. Hill, 59 Holbrooks Rd., Flinders Park.

July 12: P. Kerry, 24 Holbrooks Rd., Flinders Park.

The evening was concluded with a supper provided by Mrs. Wallace.

After supper, a member showed some K.D. magnematic couplers with a most impressive delayed uncoupling feature.

OTHER CLUBS

NEW SOUTH WALES RAIL TRANSPORT MUSEUM. Secretary: Graham B. Ahern, Box 113, P.O., George Street North, Sydney.

The Museum was formed in October, 1962 and has approximately 100 members to date. The main aim of the Museum is the preservation of locomotives, coaching and goods rolling stock, and other items of railway equipment of historic interest. This aim also extends to locomotives and equipment of the privately-owned railways of this State as well as the N.S.W.G.R. The Museum will also accept any old photos and publications pertaining to the railways of this State which people may wish to donate. They would be suitably acknowledged.

Any further information can be obtained from the above address.

KINGSWAY MODEL RAILROAD CLUB. President: Colin Duncan. Secretary: Peter Luccock.

Our club was inaugurated on May 22, 1962, with 32 members on the books. Our President, Col Duncan, has very kindly lent the Club his storeroom as a temporary roundhouse, but we will soon be in pow-wow with the N.S.W.G.R., for lease of land, and quick erection of a permanent clubhouse is to be hoped for.

Work to date has concentrated on an 8' x 5'6" portable board. Some trouble felt, when junior hands laid plaster-of-paris too thickly on wire gauze of scenery. It cracked up while in transport, but our capable Track Supervisor, Bob Cowing, has done a good job overall.

Cont. Twenty-two

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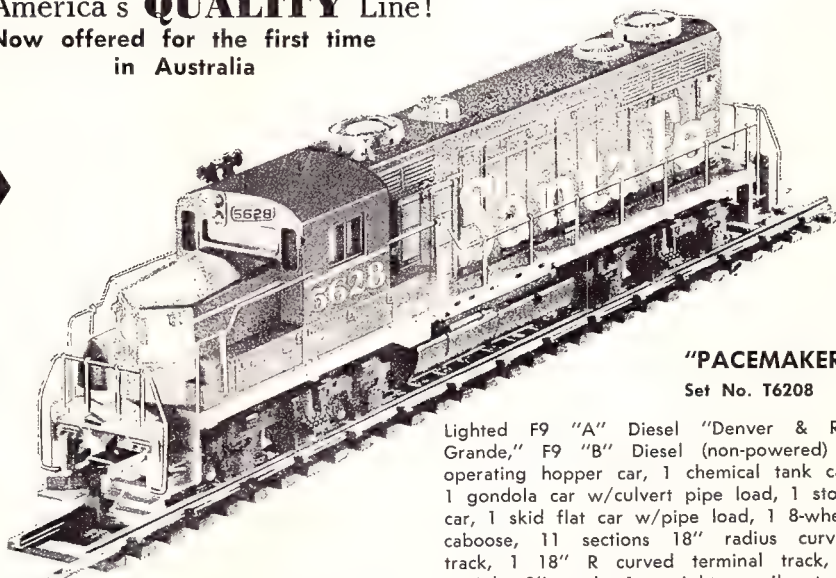
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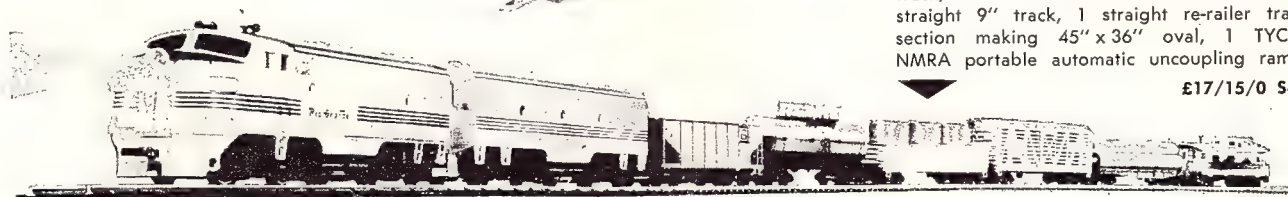


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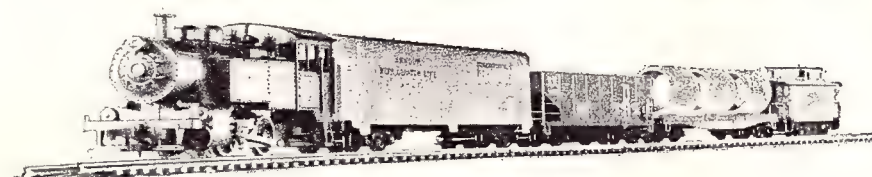


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CENTRAL VICTORIAN MODEL RAILWAY ASSOCIATION. President: E. Clark, Eastern Rd., Bendigo; Secretary: R. G. Smith, Cnr. Holmes & Prouses Rds., North Bendigo; Treasurer: R. G. Bruce, Eron St., Kangaroo Flat.

Meetings third Friday of each month at Secretary's home. Club operates live steam and electric.

SYDNEY MODEL RAILWAY SOCIETY. Secretary: J. Bowen, 79 Cambridge Street, Penshurst.

Meets each Monday night from 7.30 p.m.-9.30 p.m., except Government or public holidays, when it is the Tuesday night following.

Layouts are of "H.O." 2 rail and "O" 3 rail, both needing 10 to 12 men to operate each layout, with models supplied by the members. All members operate by roster to give each member a chance on each board. Both layouts are complete in scenery, with automatic and manual signals. Timetable running is made on both layouts.

Visitors always welcome on seeing the President or Secretary.

Club rooms are located on the fourth floor, Railway Institute Building, 267 Castlereagh St., Sydney.

CENTRAL COAST MODEL RAILWAY CLUB. Hon. Sec.: Leonard H. Dodds, 2 Adelaide St., East Gosford, N.S.W.

The Club finalised its activities for 1962 with a film evening put on by Mr. Philip Greene, of Willoughby, with all his own equipment. Phil put on a mighty show of historical and recent shots of crack American railroads and their giants in steam propulsion. The sound track was so real that the audience of some 40-odd swore they were seated by the track side.

Two trophies were decided at the close of the year. One, the Patron's Trophy, is an engraved silver tray to be contested each six months, and the other is a loco of the Tri-ang series, "Winston Churchill," for the winning entry in the Club layout competition.

The work on the Club layout has already commenced with the construction of a 12' x 4'6" board and an initial loop and two sidings and a station.

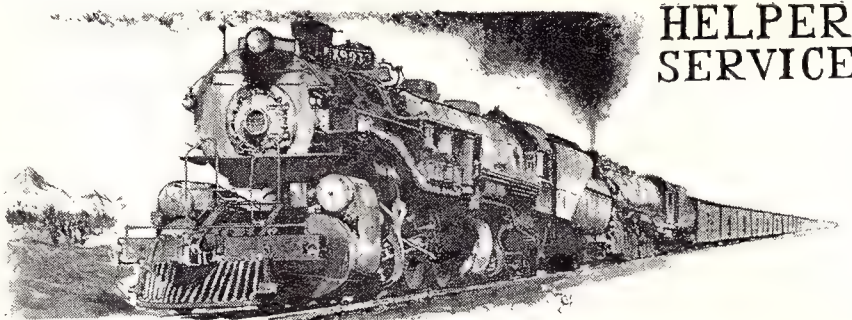
Please note that the meeting nights have been changed since the New Year to the second and fourth Thursdays in the month.

SOCIETY OF MODEL RAILROADERS.

The Society meets on the first and third Wednesday of each month and has its own 'HO' scale American prototype layout.

A traction group has just been started, catering for those interested in trams and inter-urbans, etc.

Everyone will be welcome at the first of three film shows taking place on Friday, 29th March. Full details of this film evening and other club activities may be obtained from the Secretary, D. L. Jenkins, 14 Ovendeau Street, Yerronga, Brisbane.



HELPER SERVICE

Modellers. What are your problems??? Write to this magazine and we will endeavour to put you on the right track.

Q.: I am laying my HO gauge rail on individual ties. I use my track gauge religiously, yet when I am finished with a straight section of track and sight down it with my eyes, it is not straight, but zig-zag. What am I doing wrong and how can I correct it?—R.G.

A.: HO gauge rail is small in cross section and quite flexible, thus more difficult to lay straight than O gauge rail. Most experienced HO gaugers rely on sighting in making final adjustments in rail position. You might try the following procedure when laying your rail.

- (1) Set section of rail in place against previously laid rail and spike that end of rail with six spikes, two in first three sleepers.
- (2) Gently pull or push opposite end of rail until rail is straight or to approximate curvature desired, then insert two spikes to hold it in position. These two should not be driven home—that is, they should not hold the rail base tightly.
- (3) Return to joined end of rail and spike both ends of rail at each sleeper (or each second, third or fourth sleeper, whatever interval you like) working toward the two spikes at the opposite end. Take frequent "sights". As zig-zags appear, correct them by gently pushing the spike heads with the blunt nose of the pliers. If a nail set is used to drive spikes home, use gentle blows with a small hammer. Too sharp a blow can create vertical kinks in the rail and these are almost impossible to remove without taking up rail. Beautifully straight rail is 70% patience and 30% skill.

Q.: Would you recommend the use of real water for a river or pond in model railroad scenery?—B.J.

A.: Instead of passing judgment on this one, I would rather review the pros and cons of the case and let the reader decide.

Real water affords one scenic effect not possible through any substitute-motion. It will flow and its current can turn water wheels, tumble over miniature falls and create other fascinating effects.

But the river bed or lake basin must be a rustproof trough, which requires soldered copper or brass construction. Also, provision must be made to vent the water into a drain if a continuous supply of running water from the household supply is to be used, or to pump the scenic water back to the highest point on its course if the operator wants a circulating system using the same water over and over again.

The former may be expensive, the latter a noisy maintenance nuisance. Even recirculated water must be drained and replaced at regular intervals, or it becomes smelly. Finally, river banks cannot be scenicked with our traditional materials (plaster, shredded newspaper), for permanent wetting would disintegrate it.

CONFUSED OVER SCALES?

The beginner is often bewildered with the variety of sizes that are found in railway modelling. The best advice we can give is to suggest he joins the N.M.R.A. Information is given elsewhere in this issue. The loco plans in this number are reproduced in three sizes, HO, TT3 and TT2½ and are excellent to demonstrate the various sizes of the building scales.

—See Inside Back Cover.

PERFECTION IN MINIATURE

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"HOME RAILROADER" CAN AFFORD

Pick up any item of Tri-ang Model Railways and look at it closely: say the EM2 Electric with double pantograph, or the lovely "Lord of the Isles". They are really superb. Now, imagine trying to make such a model yourself. How would you set about it? How did we do it at the factory? True, we have resources denied to the home modeller but for all that the amount of research and design that goes into the production of every item of Tri-ang, whether it be locomotives, rolling stock or track side accessories, is carried to the nth degree. If you could assess the value of your own Tri-ang equipment in terms of the tens of thousands of pounds that have gone into the making of dies, machine tools, planning, etc., then you would truly appreciate the quality and economy of Tri-ang Model Railway equipment.

We are continually receiving, through the post, a constant flow of letters from owners of Tri-ang equipment making suggestions and all of these are read carefully and noted. We gather the opinions and ideas of people in direct contact with the people behind the counter of the shops where you buy your equipment. All these, plus our own ideas, for we not only manufacture Model Railways — we ourselves are enthusiasts.

One of the most important aspects is, of course, one of cost, consistent with the high quality of Tri-ang models, and that is that you should be able to afford to buy whatever we make, yet nothing must ever be skimped either in the precise, minute details of the modelling or in its ability to run smoothly and without trouble indefinitely. This is achieved by standardisation. It also means that your spares and replacements, as they become necessary, will be easy to obtain and will cost less. We obtain from the leading railway organisa-

tions the actual works drawings from which the original locomotive or rolling stock was made and in this way we can ensure perfection down to the minutest detail. Photographs are also used liberally in our planning so that the final appearance is exactly right. The next stage is that a visual model is made which is usually referred to as a "rough".

Accuracy to scale is one of the great joys of any model enthusiast. Tri-ang work to three basic scales: 00, in which each foot on the original is represented by 4 millimetres on the model; H0 when one foot is $3\frac{1}{2}$ mm; and TT where it is represented by 3 mm. These are the standard scales, accepted throughout the world.

One of the very few departures from scale is in the wheel standards: width, taper, size of flange and so on. The other is in the track gauge; the distance between two rails, i.e. true scale gauge is 18.83 mm in 00 scale and that used in our 00/H0 railway is 16.5 mm. It would take a sharp eye to see the difference. The effect, however, is tremendous; herein lies one of the great secrets behind the exciting fact that you can run any Tri-ang locomotives really fast along the straights and around the sharpest curves and it will stay on as though glued to the rails. Here we have made only a slight deviation in appearance to achieve tremendous realism in what Tri-ang railways will do.

Tri-ang Model Railways bring you such a wide selection of equipment that almost any kind of model railway can be built.

See Tri-ang Model Railways equipment at your nearest hobby shop.

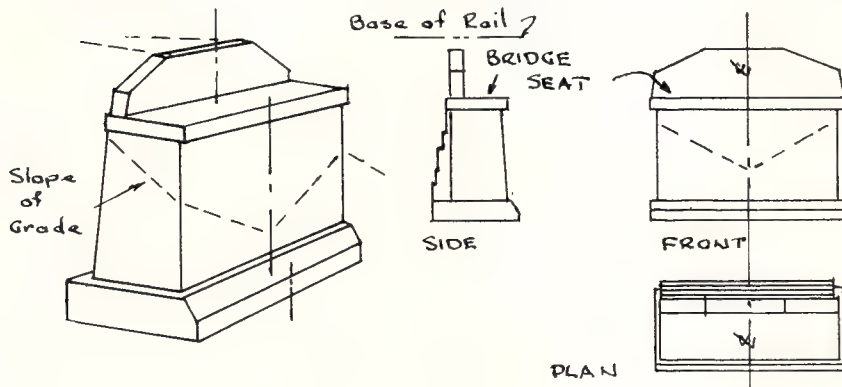
(Advertisement.)

BRIDGE ABUTMENTS

By F. G. Gill

Let us assume that you have decided to build a bridge. It can be any kind of bridge, from a simple combination of beams carrying a single line over a small and narrow creek, to a long graceful truss type structure supporting a double high speed line over a great river or busy highway.

STRAIGHT (STUB) ABUTMENT

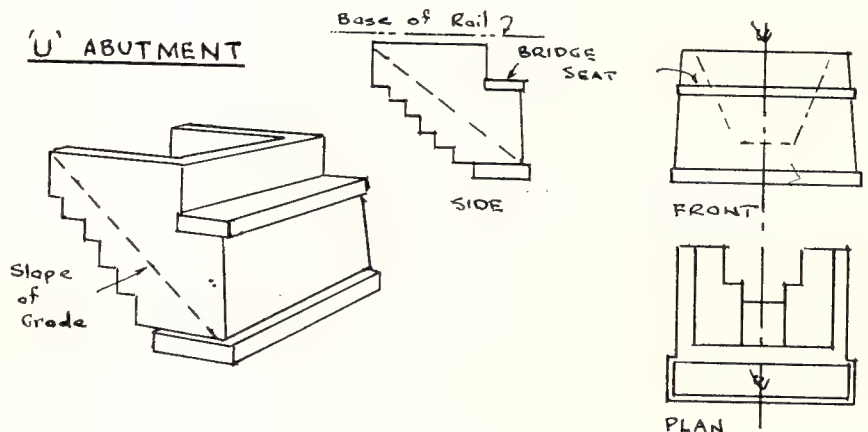


In any case you will need an abutment at each end of the bridge. Of course you can do a quick job with a plain block of wood; saw it to the proper height and then nail it to the platform.

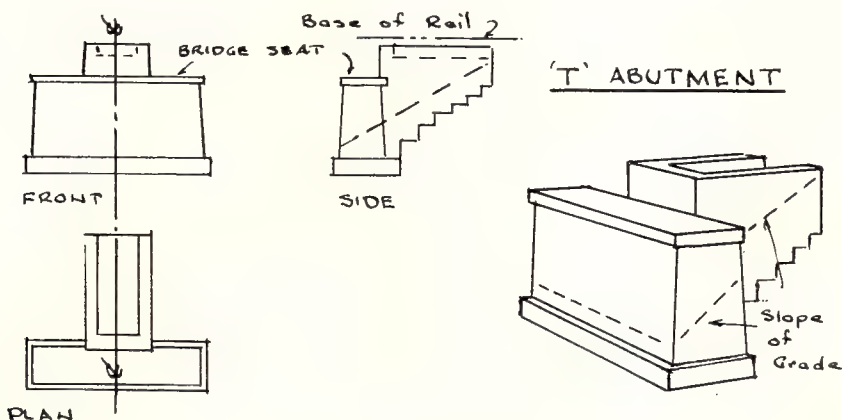
With a little more effort and some help from the drawings you can design and build a more realistic structure to support your bridge superstructure.

An abutment, which is the bridge substructure, is designed and constructed at the ends of the bridge and serves several purposes. It supports the bridge superstructure, distributes the loads from the bridge to the ground and retains the earth and embankment which, in turn, carries the railroad right-of-way leading to and from the bridge.

'U' ABUTMENT



'T' ABUTMENT



The drawings show three fundamental types of abutments, the STUB or BREAST, the U. and the T. Your selection of the type of abutments will depend on several factors, such as the type of bridge superstructure, the profile and conditions at the proposed bridge site, whether the abutment will be along a navigable river, a stream, a railroad track or beside a highway. It is always important to keep your abutment consistent with your bridge structure, your surroundings and other conditions.

The STUB or BREAST type is the simplest form and is essentially a pier. It is without wings and as you can see on the drawing, consists mainly of a bulk of construction, the top of which forms the bridge seat and the backwall. It is used where the support of the bridge is of main importance and there is little or no necessity of retaining the embankment excepting directly in the rear of the abutment. Such an abutment could be used on the side of a hill or slope.

The "U" type is a wing abutment with the wings at right angles to the face of the abutment and extending back into the fill. This type is often used along highways and is sometimes architecturally treated to beautify the structure.

The "T" type is similar to the "U" type except that the wings are together along the centre lines of the bridge or railroad track forming a stem that projects back into the fill and is directly under the railroad bed.

Looking at the drawings you will notice that the abutments shown are very similar in many respects. The main bulk of the abutment under the bridge seat and down to the top of the foundation can be built from solid wood block, cut and shaped, or box fashion from thin wood or heavy card cemented together. The abutment must be firm and steady. The surface of your platform construction at the site of the bridge abutment should be level and even to prevent any tendency of the abutment to tilt or rock. The base should be wide and long enough to prevent possible overturning due to the weights from the bridge or surrounding embankment. Secure the abutment to the platform to keep it from sliding out of place.

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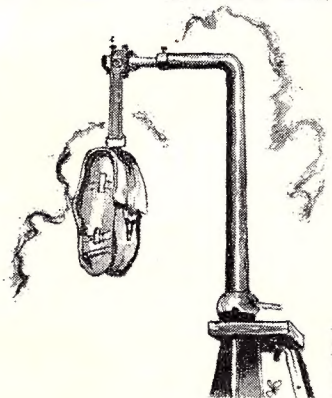
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Sir,

For some time I have been a keen reader of your magazine and have found the contents most helpful in planning my layout. Now that I am ready to commence construction, I feel that I would like to try my hand at writing for your magazine so that others may be able to benefit from my experiences. Can you give me an idea of the type of articles you would like and how should I submit them for your consideration.

LEN THOMPSON,
West Pymble, N.S.W.

● *We are always on the lookout for new writers who have a story to tell. As a guide to writers in general we are setting out in this issue the requirements which should be followed when writing for any magazine.—Ed.*

Authors Required . . .

AS a writer for model railroad magazines you should always try to be creative. Articles on how to assemble kits have very little reader interest. However, if you add parts, or alter the general design so that another prototype is made, or motorise a plastic loco kit, then that is a story with wide reader interest. It is necessary to provide photographs, drawings and, if possible, prototype plans of the model. It is not necessary for the idea to be entirely new as there are so many people joining the hobby each week that an article appearing a few years ago is new to many. Therefore, look up an old article on structures, rolling stock, or loco building, set to and build it yourself. Photograph the model during and at the end of construction, draw a plan, and write a story on how you did it.

Serialized articles are not encouraged, as it will not always be possible for an Editor to make space available in successive issues.

The scratch builder, the cross kit artist, the super detailer all have something to write about, as do those who are proficient at spraying, trackwork, scenery, wiring, etc.

Therefore, you should try to observe the following rules when submitting material for consideration.

1. Manuscripts should be typed, where possible, double spaced and

on one side of sheet only. Number each page and identify each page, photo, drawing and other submission with your name and address. When writing your article, insert an introductory paragraph and then get straight into describing how you did it. Don't try to be humorous and avoid over-friendliness toward your reader.

2. Limit your manuscript to a maximum of twelve typed double spaced pages. The shorter the better — avoid a conversational or long-winded style.

3. If you can prepare your own drawings, fine. Make them in ink, on plain paper, preferably double size and *NO* ball point pen. If your lettering technique is not good, use blue pencil. Well rendered pencil drawings can be used, but we prefer ink.

4. Photographs should be sharp all over, have a good grade of tones without excess of black or white. Neither should they be excessively grey. Size may be 5" x 4"; 8" x 6", or 10" x 8", the latter two two for preference. Single weight glossy prints unmounted are preferred. If you live in Sydney, a telephone call to the Editor will bring photographic assistance.

5. Our major need is for construction articles of all types. These should be adaptable to all scales and for buildings, etc., prototype feet and inches are preferred on the drawings.

6. Mail to:—

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Railroad Magazine,
189 Homer Street,
Earlwood - N.S.W.

Be sure to send first class mail with protective cardboard for all photographs and drawings

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 2. **March, 1959:** A One-hand Drill; Television interference.
 3. **May, 1959:** Research on couplers; Lower quadrant semaphore signals; A Test Track.
 4. **November, 1959:** Lower quadrant semaphore signals; Machine Ousts Gandy Dancer.
 5. **May, 1960:** Elements of A.C./D.C. Theory; Further Notes on T.T.; First Loco.
 6. **July, 1960:** Warburton Loco Depot; A Little on Rectifiers; Assembling the Kit-master "General".
 7. **September, 1960:** Queensland Railways 4-8-0 Locomotive; Layout Page.
 8. **January, 1961:** Latrobe Valley R.R.; Taihoa National Railway; Shop Detective.
 9. **March, 1961:** Modelling in Plasticine; New Zealand Locomotive.
 10. **May, 1961:** Kit Review; Cardstock Car Sides Supplement.
 11. **October, 1961:** Photographic Supplement; Armchair Modeller.
 12. **February, 1962:** Diesel Photo Issue; Review Fleischmann Mogul; Giant Engineering Section.
 13. **April, 1962:** Six Pages Scale Plans; Narrow Gauge; Power House for a Roundhouse.
 14. **June, 1962:** Northern and Maine Layout; Tunnel Maintenance Car; Two Airfix Wagons.
 15. **August, 1962:** HO Layout; Survey of Model Railroad Magazines.
 16. **October, 1962:** The Finden Branch; Book Reviews; Weatherboards.
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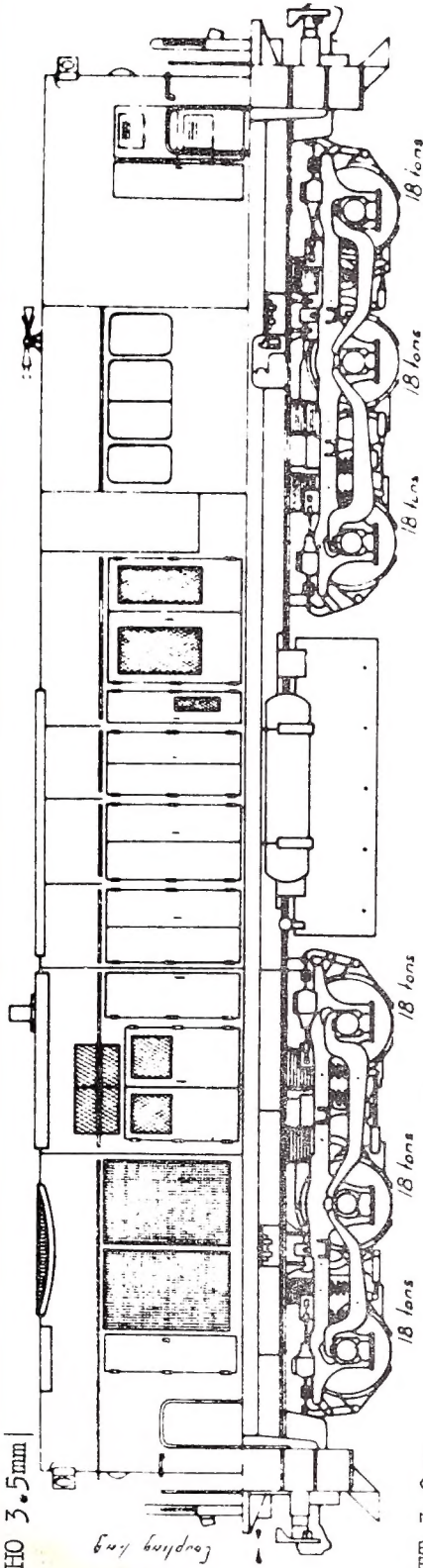
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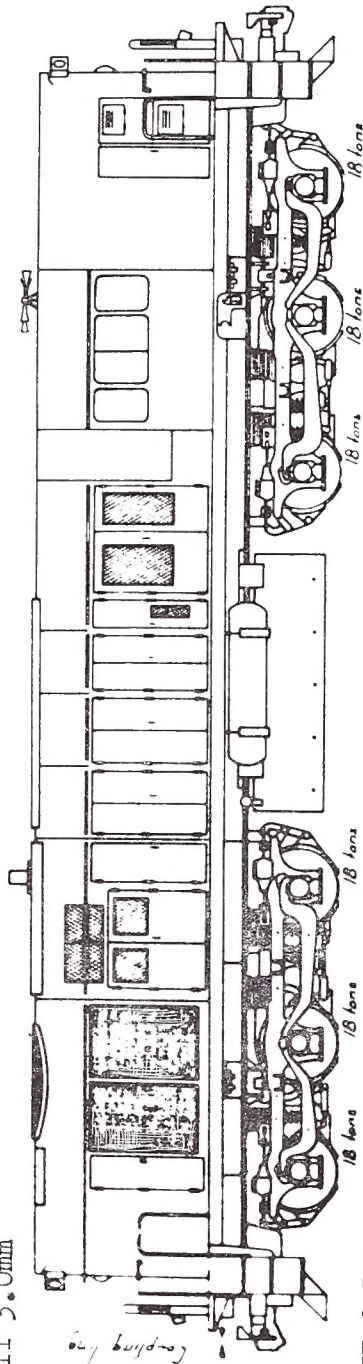
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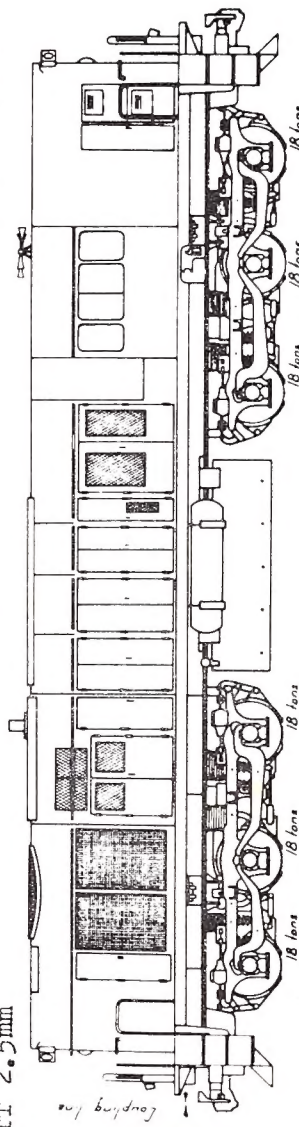
HO 3.5mm



TT 3.0mm



TT 2.5mm

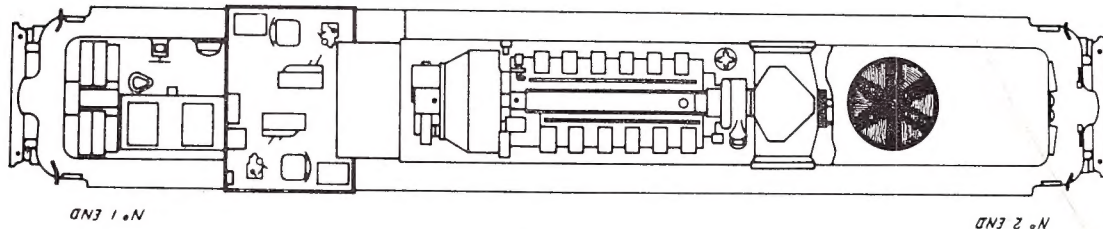


5'9" 5'7" 6'11" 17'11 1/2
 35'4 Bulker centres
 42'11 1/2 Wheel base
 58'8 Over coupling lines
 12'6 5'9 1/2 9'7 2'1

Drawn L.H. 2.3.62. Traced W.D. 9.4.62. Checked A.W.W.

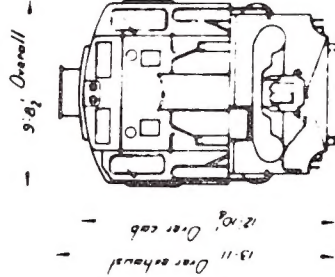
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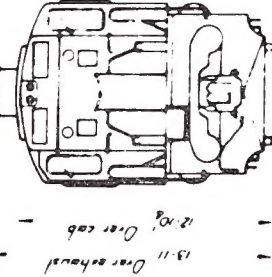


No 1 END

No 2 END



9'8 1/2 Overall



13'11 Over exhaust
 12'0 Over cab

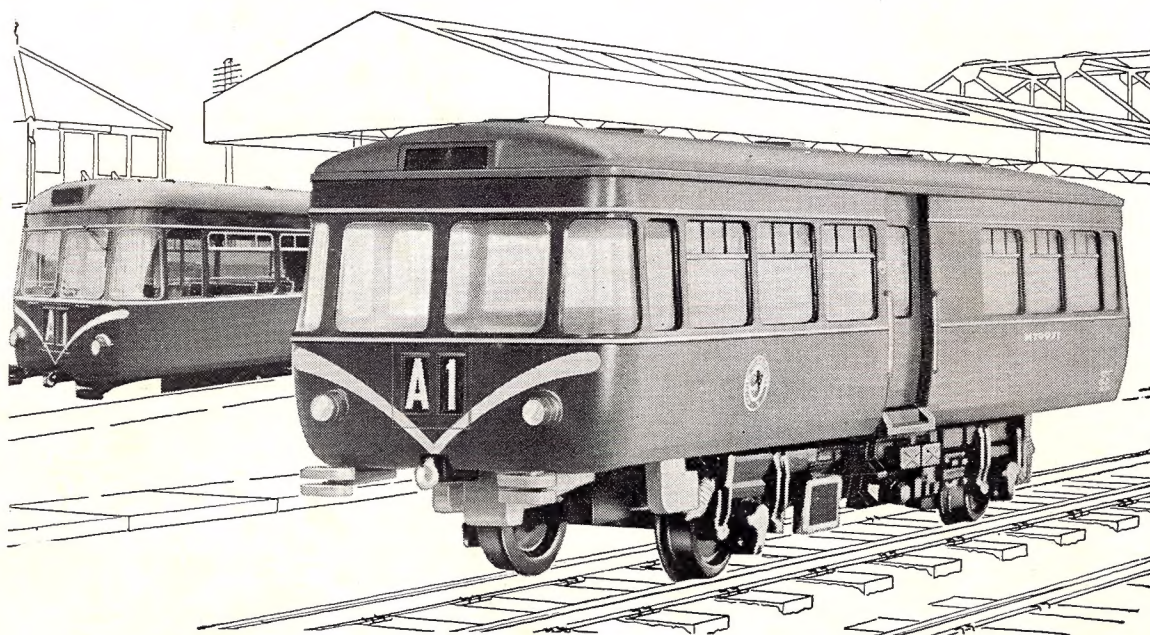
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 Tractive effort (30% adhesion) 72,600 lb
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 Continuous tractive effort 68,000 lb
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